The Amateur Flier Takes Air Trip to Ithaca With an Old Timer

Anxious Moments While Aloft Convince Him There's Crying Need of More Safe Landing Places for Aircraft

ing experiment and to those who think it an assured ent time this article is addressed. For flying—and especially long distance flying-at present is neither partic- in view of the expressed opinion of the

This is the conclusion reached by an of the route. inquiring, ground loving landsman who recently flew, or rather was flown, from Mineola to Ithaca, a 200 Ithaca before," he said, indicating the mile "hop," and arrived in one piece. border line between New Jersey and It was with some surprise, it must pended at his destination without incident or accident in two hours and 130 miles from Jersey near the Hud a half in the air, for he had taken son to Binghamton. But don't worry long trips by automobile and knew Nothing will happen, and when it does unimportant things de-

not particularly safe be misconstrued around the bad country until our gas it should be explained that the rea-son for this is not the unreliability of the plane or engine, for that, mile for "How can we get lost if we've got mile, is probably almost the same as a map and a compass?" asked THE the automobile. It is the lack of places Sun man, glacing at the well defined landing fields—that makes flying less pinks, greens, blues and yellows. sure than automobiling. For while an automobile needs good roads to travel an airplane needs broad, level fields at intervals to alight upon. The roads, but the airplane must blindly on the bumplest of meadows and the rocklest of pastures. Hence many accidents.

Well, It's Scary, Anyway.

"Were you frightened?" is the first guestion which penetrates the buzzing cars of an amateur filer when he feels more the firm surface of the beautiful earth under his feet. The question must be disposed of first bere he can relate his experiences and speak contemptuously of automobiles nd express trains. The answer in this case and in most cases is "Yes."

Of course the ordinary air voyager swears valiantly that he was not, but air pilots whose courage cannot be tioned freely admit their scare on their first trip, and they add that most spect their safety belts and take a firm clutch on something-anythingwhen the earth drops away from under them. Consequently this particular nan, being on the inside in these matters, frankly answers "Yes."

As a matter of fact it does not seem omething or other will break and houses, brown fields and green ones. elf playing hookey, but knows he doesn't belong where he is.

Two Planes Make the Trip.

Two Thomas-Morse airplanes were the machines which made the flight. The two "ships" were part of the exhibit of the company at the recent air fice to say that THE SUN man's plane was driven by an eighty horse-power Rhone rotary motor and could travel ninety miles an hour. The other plane was equipped with the same type of motor, but was faster by fifteen miles an hour because passenger and motor. were seated tandem style and three feet had been lopped off the wing ed "Tex" Marshall. "No-w-w-w-w

Both planes were built for civilian use, which explained their moderate horse-power. Another machine built by the same company, a military scout but this has a more powerful engine.

Afficers and mechanics of Hazelhurst the other produced the extra compass. of the United States upon his arrival Field, Mincola, where military men are so blase they do not tilt their chins pilot hitched about and looked over physically who by his personality has polite. They inspected the planes with behind the other plane hung in space. deepest dye, the discipline which Adan air of mournful interest unequalled its propeller invisible, and the noise of miral Sims has always maintained and by the most ambitious undertaker's its engine unheard. the easterly gale which was blowing, and muttered solemnly to themselves.

You can have it," said Capt. L. E. Gehris, aerial photographer, meaning the air in general. "It's a good deal too gusty for me. Say, I wouldn't go

At this moment the Captain's eyes lighted on a machine which was standup with its nose poking into the stiff wind. His voice ceased and his jaw dropped, so just what the Captain wouldn't go up for will never be known. Nothing happened to the masee that Capt. Gehris expected to see come writhing down any moment. The business of flying to Ithaca became more and more hazardous.

Getting a Line on the Wind.

"Tex" Marshall, pilot of THE SUN man's plane, whose initials used to be and looked more like a budding minis-200 miles is a matter in which the was not.
wind velocity and direction must be 'Ma-aconsidered. Much to the astonishment shall, as wind velocity and direction must be "Ma-a-a-a-p," bawled "Tex" Marconsidered. Much to the astonishment shall, as the river was passed. for a second of one man directing the of Capt. Gehris and his friends they This Sun man patted it tentatively operations of battleships, cruisers.

O those who think flying is a came down again right side up and rehazardous and nervo rack-ing experiment and to those blowing a little to the south of west the trip, which was to the northwest could probably be attempted. They means of transportation at the pres- calculated its velocity as forty or fifty miles an hour.

Then, after a meal which struck THE SUN man as highly unnecessary ularly dangerous nor particularly safe. Captain, "Tex" produced a strip map

More Gloomy Words.

Pennsylvania and New York. "Neither has anybody else. It's real mean country, hills, forests, rocks, mountains and bumpy country. No place to land in we'll land in a lake-plenty of lakes and and hinder long trips on the rivers—that's the one redeeming feature. Even if nothing goes wrong we Lest the statement that flying is may get lost in this wind and wander The wind had not blown it away.

come down in safety—the lack of States and counties in unmistakable

compass to his passenger. "You've pilot. Then he glanced ahead again got to hang on to these and help me and saw the flat green and brown figure out the way. We'll make it all right, but if we don't pick up Green- ing promise of water. He turned to the here, in thirty minutes we're coming had asked how it was possible to get back, because we'll know this wind lost with a map and a compass. isn't helping us any, and that we'd use up our gas fighting it before we hit Ithaca. Are you ready?"

THE SUN man was ready-moderately eady-so he climbed into the little cockpit between the wings and very carefully cinched up his safety belt. feeling all the while that Columbus took a very small chance indeed when he sailed out into an unknown ocean in a real, floating solid boat. Capt. Gehris solemnly took several pictures and another officer advised "Tex" in ward under the force of the driving ringly "Tex" picked out the big bend of and even in the small meadows rocks from Ithaca when the city was passed. low-but not too low-voice to take gale. along an iron bar in case his passenger got "lively."

With a last glance at the fluttering white flag at one corner of the field which indicated the direction of the wind at ground level, "Tex" Marshall England there are now such landtaxled down the field for the takeoff. nable that a man who has spent The machine bumped very comfortall his life held down to earth, by the ably along the uneven but solid ground. clutch of gravity should feel without Then he turned her into the wind, a qualm that clutch apparently release speeded up his motor to a scream of as he floats off. His body feels the energy and started back. A moment shock much more than his mind, for later the ground became suddenly very his mind has pictured the thing be- smooth, the earth slanted downward forehand, while his body, despite all and the nose of the machine tilted powers of imagination, gets a new up into view, cutting off all sight of on. The fear is not overwhelm- the ground. To the side the hangars ing, it is a mere uneasiness of the and barracks below could be seen passbody. The mind, too, harbors a fear ing beneath, then cottages and farm

spill the aviators and their charlot all over the scenery a mile or more below, a circular indicator—an altimeter, but this is unlikely and the mind which read 1,000 feet. The whirring knows it. The combined feeling re-sembles an intensification of the emo-at his head solid masses of air which tions of a small boy who is enjoying struggled hard to wrest his helmet

There was no doubt about its being tusty, for the machine pitched and swayed. The Sun man took a sudden interest in the hand of "Tex" Marshall. firmly gripping the "joystick." Did the machine roll to the right? "Tex" shoved the stick gently to the left, and w, and were to wing their way to back to an even keel she came. When the flying field of the company at her nose pointed too abruptly to the Ithaca. Two newspaper men were to heavens he shoved the stick forward. carried to demonstrate the speed It seemed a silly sort of thing to THE and reliability of aerial travel. Tech- Sun man to trust two men's lives to nical details are wearisome, let it suf- the movements of an unimpressive plack stick. He saw that the pilot's was thirty-two feet wide and seated feet rested on another control, the rudpflet and passenger side by side. It der he knew it was—which turned the has commanded the American navy in plane's head right and left.

Then he felt the shoulder of the pilot nudging his own. Through his leather helmet he strained to catch the words of the man under the roar of the as a "great big two fisted sailor man,

"Two-o-o-o-thous'-'eet." Shoutapread, making it twenty-nine feet leav'-ield. Greeceenwooooood Lake and accomplishments of a finished dip--thirty-or-ba-a-a-a-ack. Co-o-o-m- lomat-as much at home in a palace pass, 'atch, an' ma-a-a-ap "

off for Ithaca.

The landsman realized then that the myself seen him rise from his desk to biplane, recently made a speed of plane had merely been circling for shake hands with a second class sea-163.68 miles an hour in an army test, altitude, and that now the journey was man, who had called to pay his reut this has a more powerful engine.

to commerce. With one hand he spects, with the dignity that characa fraction of an inch to watch a loop, his shoulder. The Sun man peered every officer and blue jacket in his tail spin or roll, gathered about the nervously ahead until it suddenly oc- command loyal to the core. two little planes, and, hearing that a curred to him they were not likely to two little planes, and, hearing that a curred to him they were not likely to Although upon occasions he has couple of tyro newspaper men were run into anything at 2,000 feet. A demonstrated his ability to be a margoing up, became very solemn and little below and some hundreds of feet linet and a disciplinarian of the

ts engine unheard.

The Sound was picked up ahead, a the discipline of respect and admiragray body of water not as large as is tion rather than the fear of punishgenerally supposed, and confined by ment. He has always believed that any two brown, irregular shores. The military organization to be efficient country below was becoming less and and effective must be happy, which less distinctly marked by hedges and has earned for him the popular nickroads. It was fading and contracting name of the "Cheer Up Admiral." slowly into a large scale map. A tiny Never gloomy himself, he insists upon steamship was far below. It probably those serving with him doing so in a was moving, for behind it were two cheerful, willing and hearty manner. ing in the air several thousand feet trails, a trail of white water and a It is actually inspiring to trail of black smoke. Then there was and bluejackets toiling and struggling brown ground below again and then uncomplainingly because the dirty brown houses separated into neat man" will appreciate it. Incidentally, little groups by lighter colored boun- they wouldn't dare to call him an old dary lines-streets and avenues. It man to his face for fear he might actook a mental argument for THE SUN cept the challenge and take them on man to convince himself that what he at some strenuous exercise at which

gaw was The Bronx. For a moment shifting his gaze to downed. the interior of the cockpit he saw that! "Tex" Marshall's hand was still on the stick, that the altimeter needle was between three and four thousand feet and that the air speed registered was stiffs alive who have no legitimate ex-R. C. before he was rechristened after about eighty miles an hour. Then the cuse for living." Physical fitness is his birthplace, and Paul Wilson, pilot narrow upper end of Manhattan gilded almost a mania with him, and the reof the other plane, who were glasses into view, a neat little sliver boundary sult is apparent at a glance. Full of separating it from The Bronx. An inter than a sky rider, took their planes stant later the Hudson was below and tion at all times and controls the variup to look over the air, for a trip of after another minute gap of time it ous subdivisions of his mighty com-



Tex Marshall and the amateur filer about to start. The map shows the route they took.

"Ri-i-i-i-ight he-e-e-e-ere," "Pla-a-a-a-a-a-ace ue." velled the

world below. Ahead was the flat, dismissed that particular little glitter mishap in this country most of all, of his face from view, so he furnished red by the glow of the sun. "improved" Jersey, with a suggestion as not worth looking at, but sure for despite the cold he was keeping no clue to the possible fate of their "Just before reaching the of hills far ahead; over his right enough, it broadened out into a lake well toward the "ceiling" so that the fellow voyagers and advanced no the- Marshall speeded the engine to its shoulder was the Hudson, broadening slightly larger than the others. THE plane might glide to a lake or river ories. THE SUN man hoped if they had limit, the air speed indicator showed while in the air, for at no time did "Tex" also slanced at the map.
"Wait a while," he said with a grin out in the distance, behind him was and handed both the map and a spare New York and to his left was the country with here and there a glitterwood Lake, on the Jersey-New York map and realized instantly just why New Jersey, and yellow Orange county. border forty-five miles northwest of "Tex" Marshall had grinned when he

> There was absolutely no resemblance ahead. But if the map had deserted

arrows pointing here and there an airman might be able to find his way about in broad daylight. He remembered then that he had read that in river itself. marks as well as public landing fields. He decided that something must be done about it in America immediately—preferably before he got down to land again. He understood the them on their flights.

The "Cheer Up

Admiral" Inspires

Every Man to Do

URIOUSLY enough, very little

the man who, for the last two years,

Europe-Admiral William S. Sims,

United States Navy. In the poetic

language of the navy. Sims is known

full of pep, brains and fight." Coupled

with this, he possesses the dignity

as on board ship-an excellent linguist

with a rare charm of manner. I have

they would more than likely be

Physical Fitness a Mania.

Sixty years young, Sims condemns

goif "because it keeps too many old

vitality, he is keenly alert to the situa-

mand with an intimate knowledge of

has been written about the

human and personal side of

His Best

Sun man was not inclined to believe if her engine stopped. not particularly resemble the real select and reach a landing place mountain side. Greenwood—the one on the map— nearly eight miles from him, for a which was cut neatly in half by the plane will glide five feet for every border between pink Passaic county, one it descends. But the engine New York

"Tex" Marshall glanced at his watch and THE SUN man, parrotlike, looked rough as New York's mountainous at his. Thirty-one minutes had passed

From that time on THE SUN man them there remained the compass. He alternately glued his eyes to the map ing hills and deep valleys. The glanced at it and saw they were and to the landscape. "Tex" Marshall shadows cast were most impressive headed due north. He looked over the had roared that the Delaware River warnings that the land below was as side and saw that instead of going would be the next land mark to pick irregular as New York city's jagged north like the fast disappearing Hud-son they were drifting chiefly west-side of the nose soon afterward. Unerthe Delaware in which nestied Port Jervis in a bank of green. From that place relied upon then. It occurred to him on the route called for following the that if the ground were labelled with crooked Delaware, but hardly had the stream been recognized than it was noticed that its tributaries were as wide or seemed as wide as did the

Keeping Well Up to the "Ceiling."

walls of aviators in newspapers and a railroad following the river. This western horizon. in conversation for something to guide solved the trouble for a time, but Suddenly he r

hummed on without a single miss. Pennsylvania's corner was now below and appeared as Inhospitably

The sun was creeping counties. the map was right at least in indicatline of skyscrapers and just as dan-Wooded sections prevailed, peeped out. Lakes were also to be seen, but their yellow-white surface indicated that they were full of rotten

hills were turning black under the them were filled with mist. The hilltops looked like crests of dark waves the flight would soon be over-that Among them they were as good as landed now, The curls and bends of the streams | the Susquehanna curled its way. The in sight were like a labyrinth, but the SUN man began to wonder whether the plane roared on and THE SUN man plane could possibly beat the sun in

Suddenly he remembered the other a little later the plane-or at least plane and looked about for it. It could timents to himself and watched the sun as big as Greenwood Lake on the map. far to the northward to be followed during all the path finding, but "Tex"

They were all miserably small things—
"S-s-s-s-s-s-sus-s-que-e-c-c-cha-a-a Marshall could not tell him.

the nose of the plane so that the ground could be seen. "Bi-i-i-l-ng'mto-o-o-on!" he shouted. and added in a triumphant roar that they would be only thirty-six miles The plane was rapidly dropping from its high altitude. Over Binghamton it was less than a mile high. The country became so dark and misty that nothing but the tops of rolling hills. from Chateau-Thierry. The hollows between This, however, was home territory-or rather air-to "Tex." He shouted that

Ithnes at Last.

was a mile above and thirty-six miles wiseacres, because overcoats had been of prairie dogs. from the destination, but kept his sen- called in a few days previously.

and smiled reassuringly at the pilot nothing but little chunks of looking a-a-a-anna next!" the pilot roared "Lost him at Jervis," was the only ground beneath, occasional cars or The wind had not blown it away. glass glittering on the dull brown and after a glance at the map. The river answer, and just what that "lost" horses could be seen on the roads, the green land. Suddenly the pilot tapped was some miles further west than the him on the shoulder. was some thing over which The earth, from being an inhospitable, silent bim on the shoulder. SEN man pondered deepty. "Tex" Mar-"Greceeeeeenwoooood," he yelled and a height of 8,000 feet and a wide cir- shall's lips were grimly set, but so obviously inhabited by people. Then nodded emphatically forward and cle of landmarks could be seen. Ap- they had been since the start. His Lake Cayuga came into view among northward. The amateur aviator had purently. "Tox" Marshall feared a helmet and goggles shrouded the rest the hills, and then Ithaca itself, tinted

been forced to land they had found a ninety miles an hour, and then as he the pilot was right-certainly it did From that great height he could lake instead of "crashing" on some dipped the nose down sharply it rapidly jumped to 100, 110, 120. The pres-Lanesboro, a railroad town at the sure of the wind on the reporter's big bend of the Susquehanna, crept head became oppressive. It seemed a rocking, jolting upper berth that he beneath them. The time was 4:55 and that the plane was going to crash into Ithaca, even on the map, seemed a the streets of the city. The dive shot long distance away. Which bend in the plane suddenly from a region of miles of such country in 150 minutes. the river to follow to reach Bingham- sunlight into the shadow of a big He computed also that the particular ton seemed a matter of doubt to the ridge. A railroad sprang into view, and express train in which he reposed There was absolutely no resemblance between the brilliantly colored pink, green, blue and yellow paper with its indicated lakes, towns, railroad lines indicated lakes, towns, railroad lines and rivers and the brown even land a past of the plane roared on. Apparently the indicated lakes, towns, railroad lines and rivers and the brown even land a past of a long green field. The every moment the slaiting rays were revealing more and more the fact that flat as the land looked from above, a few degrees to the west of north and alrelance. It is the map was right at least in indicate. The plane roared on the plane, still diving sharply, came into sight of a long green field. The every moment the slaiting rays were revealing more and more the fact that flat as the land looked from above, a few degrees to the west of north and tinued to roar, something hit her a larplanes—landing fields which wift drifted by. A few minutes more and jarring blow—another joit—then a make aerial freight and passenger then the pilot pointed shead, dipping succession of joits. She was running carrying common—he rolled over antisuccession of joits. She was running carrying common—he rolled over and bumpily along solid ground,

Just before reaching the city "Tex"

"What happened to Wilson?" de- York.

Too, Would Help, He Finds, After His Attempt at Pathmaking, Which Made His Companion Grin

Guiding Arrows,

minded Marshall in the first unearthly stillness that followed the stopping of the motor. A little crowd had sur-rounded the machine.

"Landed safely at Binghamton," came the answer in a small, feeble voice which barely penetrated the ringing, buzzing ears of the reporter. 'Short of gas."

Whether the other plane reached Binghamton before or after "Tex" Marshall's, by the same or by snother route, could not be learned, but some now she did it, and fear of a forced landing in the "mean" country was a wasted emotion.

Then came the reckoning of gas and oil, of elapsed time and of miles an hour. The run of 200 twenty gallons of gas and three or four of oil, at an average speed of eighty miles an hour, a speed which THE SUN man only dimly realized the ground appear to hurry in its majestic, panoramic unrolling beneath.

It was not until THE SUN man thought things over in the privacy of realized that no other agency on earth could have transported him over 200 waited restlessly for morning and New

Vesle, following upon the famous drive

In the Velse Crucible. Relieved by the Thirty-seventh Di-

The infantry entrained at Charmes Now there seemed to be lakes all The Sun man—was lost again, for not be seen. He shouted a question to fail rapidly into the bed of clouds and Bainville on the Moselle River and ten or twelve deep—were a rail-about. He tried to find one that looked the river and the Erie wandered too the pilot, who had turned at intervals ahead. The plane continued to drop; houses at Bayon. It required nearly a day Rheims-Soissons road. Crumbled Babecame noticeable features of the and a night of "homming and che- zoches on the north bank was held by

Thierry was due north, and Italy was driven by grinning little Indo-Chinese,

Marne were now damaging its course; craters yawned the width of the roadways where the retreating enemy had set off his mines; abandoned ammunition dumps, with hundreds of thousands of shells, lined the roads; signs confronted you with a nach instead of a

But already the urge of the hearth had brought back the exiled. One woman I shall never quite forget. She doorway of what had been her home polka-dotted handkerchief to us as our -could be seen the pitiable remnants the men of her possessions, a jumbled, tortured heap of furniture and masonry from which projected, like some ironic burial marker, a stovepipe. As the little overy foot of the roads, every abanold woman waved her face went into a doned dugout from his recent occunetwork of wrinkles that was a smile. pancy of that territory. I'm sure it was a smile, though once chief suspiciously near her yes. But foot of his target, that there was a then-the air was heavy with dust. At big natural cave in the rocks along her shoulder on the wall was yet nailed the winding road that descended into cloth that waved faintly as she didwith the breeze. It was the only flag I saw at the front-the tricolor.

In the reduction of the Rheims-Sois- exhausted, two of its four companies

There Were No Trenches.

In his retirement from the Marne Lieut, Lewis Lederle, Lieut, Lusk and

two men, is four or five feet long and three or four deep, scooped out by the pack carrier shovel, the cover of a mess kit, a Boche helmet, bleeding finger tips-anything that will lower the doughboy and his buddy a few vision, an Ohio National Guard outfit, inches under the streams of machine new, as we had been, to the line, the gun bullets that graze the grass. Often Seventy-seventh got under way on a shell crater is developed into a funk-THE SUN man thought the an- August 3 for parts unknown. Italy hole. A platoon in funkholes presents realized that the pilot had spotted its race toward the cloud encircled nouncement premature, since the plane was prophesied by the "grapevine" the appearance of a magnified warren

Roughly paralleling the stream, for it was only thirty feet wide on the amusing French the Boche. The Devil's Chateau and trains to cover a trip of about 150 miles, the Tannery were part of an undefined Traits That Make Sims the Navy's Idol The division detrained at villages in the neighborhood of Coulommiers, the result of the neighborhood of Coulommiers, the neighborhood of Coul the west. The division front extended from Mont Notre Dame to Fismes, There was urgent need for haste with headquarters at Marenil-en-Dole. ow. North through Chateau Thierry St. Thibaut. Chery Chartreuvre, St. o the recently reclaimed Fere-en-Martin, Ferme des Dames and Ville to the recently reclaimed Fere-en- Martin, Ferme des Dames and Ville Tardenois we bumped for eight hours Savoye all served variously as brigade, in hundreds of French motor trucks, driven by grinning little Indo-Chinese. And every one of these townlets— On every side were evidences of the skeletons of what they had been-were death struggle by which the Marne constantly under German artillery.

Gas, shrapnel and high explosive rained over all the terrain from a big concentration of German and Austrian field pieces on the Aisne plateau. And their fire was such that the valley became known as "The Hell Hole."

German Airmen Supreme.

The Seventy-seventh was opposed by four German divisions—the Fourth Guard, the Seventeenth, Thirty-ninth and 216th. Their aviators were supreme commanders of the heavens, They flew over our battalion headwas old-old beyond the telling. In the quarters near Ville Savoye so low that their wings almost scraped the treeshe stood and faintly waved her blue tops. Then they returned to give their artillery our positions, and within a endless lorry train passed in a swirl of few minutes "whizzbangs"-high ve dust. Only two walls of the house locity shells from the Austrian "S8." were standing. Through the gaping windows—eyes poked out, they seemed would crash in swift succession among

He knew, for instance, with an exthought I had a glimpse of the ker- actiess that put his shells within a

It was the night of August 21, just Battalion by the First. The Third was "Here, gentlemen, we have the panon

tacular heights opposite. Almost with the words came the the very cave entrance. When the strafe ended Capt. Belvedere Brooks,

ADMIRAL SIMS at the FAREWELL LUNCHEON at the SAVOY HOTEL, LONDON. GIVEN by the AMERICAN LUNCHEON CLUB. THE ADMIRAL WAS PRESENTED WITH A SILVER TEA and COFFEE SERVICE. gunboats, destroyers, submarines, mine | traditions of the American navy. He | same effect on him as a red rag on s

this vast organization—the staff does been several laps ahead of the rest of

Like Nelson and his band of brothers, quently been the subject matter of bit-

dence. Mutual loyalty is the highbrow officers and men never lie back on him. Sims, the silent, unassuming, great definition of such "team work." As That Sims is original and, in fact, big two fisted fighter, is going hom. We lowbrows understand it, it means has always been cannot be disputed. For two years he has commanded the shadowed the Veale, affording superb

"Good, but Not Good Enough."

layers, mine sweepers, yachts, tugs, is a radical at the American navy. He same effect on him as a red rag on a fer shoulder on the wall was yet halfed troop ships, airships, seaplanes, naval fighting for the increased efficiency of and don't depend on the book" has been the advice offered to many a young head swim even to think of it. Not sents. Mentally vigilant and alert, on officer who felt called upon to stick to that he actually directs the details of his toes all the time, he has always the regulations. the gang, and his foresight has fre-

Always on the job himself, he can-Sims and his staff of brothers have ter criticism. The only trouble is that not and will not tolerate slackness or sons salient one of our divisions that each having been reduced to platoon been directing the operations of the he has always been at least ten years half measures in his subordinates, suffered heavily was the Fourth Reg- size. Boche pyrotechnics were jewelvictorious American navy in Europe ahead of the game and has never been. They know this, and furthermore they ulars. It was the Fourth and the ling the night as the officers of both, for the last two years. This is where centent to let well enough alone, the human touch comes in—the ability "Good, but not good enough" seems cannot do himself and, therefore, they we relieved on the night of August 11 "Here, gentlemen, we have the panes not only to kindle but to keep alive in to have been the motto which set to and do it. Sims has always been at the Vesle, a little west of Fismes, the hearts of his subordinates the sort he has carried in his heart all a leader, not because of his rank, but under the stress of an emergency that Lusk, gas officer of the Third Date of loyalty and devotion to duty that his life and upon which he has strictly due to the fact that he has been permitted no reconnolitring of the new tallon, in mimicry of an announcer as makes them put their very souls fought for the increased efficiency the best man on the job.

The into their work. The "Sims touch" is of the navy. It was character
The human Sims has a heart as big. As a matter of fact, there was no orthe most striking feature of the Amer- istic of him to have addressed a mes- as a house, equally divided between ganized position along the Vesle. To ican navy in Europe and one which sage to the commanding officer of one the navy and his family. Outside of understand the nature of the fighting scream of a whizzbang. Fortunately it

confronts one like a slap in the face of his destroyers who had sunk a these two interests nothing else mat- that ensued there, imagine a deep was a dud-it didn't explode. Some of from the Chief of Staff down to the lowest coal passer. They do their lowest and more not for fear of punishment or because of the navy regulations, but rethers heavise they are discovered to the lowest coal passer. They do their lowest coal passer lowest coal passer lowest coal passer. They do their lowest coal passer lowest coal passer lowest coal passer lowest coal passer. T tions, but rather because they are di- been known to lie back himself and, Sims, the American navy and victory rected and watched over by a man in with this example in front of them, it are so closely interwoven that we whom they have the utmost confi- is hardly to be wondered at that his scarcely think of one without the other,

For years Sims has stood for all naval ordnance and gunnery." Hide- and how sincerely they appreciate all that represents the highest and best bound rules and regulations have the of his magnificent efforts.

Funkholes are the trenches of open (To be continued in next Sunday's warfare—the result of "digging in." Sun.)

we lowbrows understand it, it means has always been cannot be disputed. For two years he has commanded the snadowed the vesic, another support that Sims is the captain of the lit took the navy a long time to learn American navy in the war zone—has natural defences. There were no lamb teachings but commanded the respect, admiration trenches. The shattered Fourth had former severely. By some miracle office they were accepted the navy shot and love of the American people. Let been hanging on grimly against counand shot like the devil. From then on those same people now show Sims by ter attacks upon their funkholes along Lieut Edwin N. Lewis were untouched be has been known as the "father of their welcome what they think of him the southern bank of the river.